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(ESTABLISHED 1881)

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69317三拜禮 號式廿月式十英港 WEDNESDAY, DECEMBER 22, 1920. 日三十月登拾 SINGLE COPY: 10 CTS. \$36 PER ANNUM.

REUTERS' TELEGRAMS.

EMPLOYMENT OF CHILDREN IN HONGKONG.

The Question Raised in Parliament.

London, December 20.
In the House of Commons, replying to Mr. Cope, Colonel Amery said the Governor of Hongkong was being asked what measures, if any, were contemplated as regards the resolution of the Sanitary Board, which was thrown out by the Legislative Council, demanding bye-laws prohibiting excessive hours of employment of children in factories and workshops, and prohibition as regards children under thirteen.

HELPING U.S. FARMERS.

Emergency Tariff Bill Adopted.

Washington, December 20.
With the object of protecting the farmers, the House of Representatives Ways and Means Committee has approved the Emergency Tariff Bill, placing high import duties on cotton, wool, beans, potatoes, livestock and meat.

AMERICAN NEWSPAPER SCANDAL.

Defendants Sent to Prison.

New York, December 20.
Dr. Rumely and the two lawyers charged in connection with the sale of the New York Evening Mail to Germans in 1917, have been sentenced to a year's imprisonment each.

TO-DAY'S CHINESE TELEGRAMS.

DR. SUN AND THE BOLSHEVICS.

Shanghai, December 21.
In reply to the Peking Government's order to investigate the rumour that Sun Yat-sen has concluded a secret agreement with the Soviet leader Lenin, the Shanghai Authority says positive proof can be secured at present.
The Japanese Government has again refused to abolish the military pact immediately, on the ground that the situation in Siberia is still doubtful.
Old bank notes of the Bank of China and Bank of Communications to the amount of 21 million dollars were burnt yesterday.
A certain important person has declared that the situation along the Yangtze Valley is very uncertain, and that developments may occur at any moment.

(Other Telegrams on Page 2)

DAY BY DAY.

To-day is the Chinese festival of Winter Solstice.

We understand that it is contemplated laying down a sewage system on the Shamoen.

Owing to the early arrival of Bostock's Italian Circus the opening performance will now take place on Saturday, December 25, at 5 p.m. instead of on Monday, December 27, as previously advertised.

The telegram quoted below was received by the American Consulate-General, from the Manila Observatory at 11.30 a.m. to-day: "Cyclone or typhoon E, of the Visayas islands, direction unknown; S. of Guam, direction unknown."

General Chan King-ming and his mother were present at the reception of the Army, Navy and Police Club in Canton yesterday, when many members also took their ladies with them. It is understood that this was the first time in the history of this Club that ladies were given equal social standing with men.

The Rev. A. D. Stewart, headmaster of St. Paul's College, and Mrs. Stewart, who leave on vacation to-day, were presented last night with two small silver Chinese pagodas and a silver dragon boat by the pupils. The presentation was preceded by songs and exhibitions of Chinese boxing and fencing rendered by the pupils. Mr. Stewart will be away for several months, and during his absence the College will be

controlled by his brother, Mr. E. G. Stewart.

At yesterday's meeting of the Sanitary Board, Dr. Pearce reported that pleuro-pneumonia was still active at the Dairy Farm. A few days ago a suspicious case had appeared in the shed situated between two sheds in which outbreaks had occurred. The suspicious case and all contacts had been vaccinated as a precaution. The deaths since the disease had appeared first now totalled 190 cattle. Segregation would be essential for some little time yet.

A market coolie in the employ of Mr. R. P. Hall, of No. 163, The Peak, has reported to the Police that at 5 p.m. yesterday, whilst walking along May Road, he was stopped by two men. One of them politely asked him for a match, and on being told that he had none, this man, without future ado, stripped the coolie of his jacket and transferred it to his own back. As this jacket contained a sum of \$9.85 cents it is to be presumed that the thieves were well satisfied with their work when they left their hapless victim.

BRITISH AEROPLANES EXCLUDED FROM AMERICA.

The New York courts have granted an injunction restraining the Aircraft Disposal and Handley Page Companies from importing into America 2,363 aeroplanes and 34,000 motors. The Wright corporation declared that the machines in question embodied infringements on the Wright patents and that if their importation were allowed, the

THE RACES.

Details of Forthcoming Meeting.

We are in receipt of an advance programme of the Hongkong Jockey Club's Race Meeting for the coming year, which shows that the races will be held on Monday, Tuesday and Wednesday February 21, 22 and 23 with an "Off Day" on Saturday, February 26th. It will be remembered that last year the four days' racing were made consecutive and there was an opinion abroad that the change would be a permanent one. But, in fixing its meeting the local Jockey Club has to have regard for the date of Chinese New Year so that owners and jockeys who come down from Shanghai can return in time for the big Kiangnan Meeting. Last year's arrangement was an exception made necessary by the above consideration, and this year the Jockey Club has reverted to the old practice.

In the matter of the programme itself, there are one or two small changes, principally in the amount of prize money being offered. On the first day, the Valley Stakes and the Garrison Cup are the two races in which larger prizes figure; on the second day, the Exchange Plate, the Governor's Cup, the Royal Navy Cup, the Black Rock Stakes and the Gymkhana Club Cup all have larger second and third prizes; whilst on the third day larger second and third prizes are given in the Hongkong Stakes and the Champion Stakes. There is an entirely new race this year on the fourth day, this being the United Services Race, for all China Ponies owned and ridden by Members now serving of His Majesty's Regular Forces or the Civil Service. For this event, post entries will be permissible.

The first race each day will be run at 12 o'clock, the price of admission for non-members being \$4 each day, or \$12 for the whole Meeting. Entries close on January 22.

There is one rather important alteration in the conditions, this being in Condition 5. The new condition is to the effect that Jockeys who have won more than three races at this meeting will carry a 5lb penalty in all races run on the fourth day, except the handicaps, the difference being that in former years the condition read "Jockeys who have won more than two races" etc.

A further batch of 19 Subscription Griffins is expected to arrive in the Colony to-day, and these will be drawn for at the Kennedy Stables this evening.

POLICE BALL.

A Happy Function.

The annual Police Ball which took place at the Central Police Station last night, was attended by some two hundred members of the Force and their wives and families. The new building, where the function was held, was very tastefully laid out with flags and greenery, and at the entrance there was a mass of pot plants and other decorations, leading to the Gymnasium, where the dancing took place. The smooth arrangement of the function was ensured by the Committee headed by Inspector J. Grant, and the energetic Secretary, Sergeant Andrews, who were in great measure responsible for its success and who came in for a great deal of congratulation.

Amongst those present were Captain H. S. McGrath, who represented His Excellency the Governor, Mr. P. J. Wodehouse, C.I.E., and Mrs. Wodehouse, Commander Beckwith, R.N., and Mr. H. Green, Superintendent of the Forestry and Botanical Department. What with dancing and supper, the function extended well into the early hours. The "Zim Bom" Jazz Band, from H.M.S. Ambrose, supplied the music for the dancing, much to the enjoyment of all who took part.

CANTON CUSTOMS DUTIES.

Will They Be Abolished?

The Cantonese are advocating free trade; that is, to do away with the Customs Service and admit goods into the country free of duty, says the Canton Times.

Free trade is a big subject. What is commented upon here is not conclusive. In some countries this has been a political issue. Books have been written on the subject and pamphlets published by students of political science. The principles of free trade do not hold good in all countries, and there is equal force against it as in favour of it, all depending on the needs and resources of the country.

The Cantonese do not see any good reason for rejecting free trade but have more causes to be in favour of it.

What good has been done to Canton, locally speaking, of course? The Chinese Tariff has no definite policy. It does not bring revenue to the country. It brings something like \$3,000,000 yearly only to this port, and a larger part of it goes somewhere else and gives no local benefit. It does not protect Cantonese trade. It hurts. According to existing treaty stipulation with foreign powers, the Chinese cannot impose more than the five per cent. duty agreed upon; whilst in practice, the importers have to pay much more than that, not to the Government, but to brokers who have dealings with the Customs House, individuals who have monopolized the agency of having the goods properly passed by the Customs.

The present tariff fosters foreign imports and interferes with Chinese exports. It cannot be adjusted to improve the Chinese trade without the necessary unanimous consent of the treaty powers concerned, something almost impossible to attain.

Since it does not bring material revenue or protect Chinese trade, what is the use of having it? Moreover, it is detrimental to the extension of Chinese trade, as far as Canton is concerned.

Chinese all over the country may see the same way, or the Canton proposal for free trade.

DR. SUN'S OPINION.

Dr. Sun Yat-sen, an Administrative Director of the Military Government, while having no connection whatever with the present Cantonese agitation for free trade in the South-west, at least, is in favour of the principle of free trade. So far nothing officially has come before the Administrative Council on the subject.

B. A. T.'S MUNIFICENCE.

A Donation of \$10,000.

The British American Tobacco Company has donated \$10,000 to the East River War Relief Association.

This donation was made through one of the Company's Directors, General MacNaughton, during his visit to Canton on Sunday last, and was the outcome of an interview which he had with General Chan King-ming.

FARMER-LABOUR PARTY STATEMENT.

That the Farmer-Labour Party has established itself as a contending political organization, is the view of Mr. Frank J. Esper, national secretary of the party stated.

"Had the race been close we undoubtedly would have elected a number of candidates to Congress," he said. "This campaign has established us as a contending political organization in 1922 and 1924."

"Results of the election show that within the very near future the farmers and industrial workers will have perfected a political organization that will

POSED AS A WOMAN.

A Criminal's Masquerade.

If long hair done up in an elegant coiffure, female attire indicating the tastes of a vain woman, and appearances which bespeak a gentle demeanour form the key to the correct judgement of the sex of a person, then the Police and the wardens of the Gaol were not very much at fault yesterday in admitting a prisoner into the female portion of the goal after sentence had been passed for obtaining a pair of trousers by false pretences. But later the amusing discovery was made that, in spite of these exterior appearances, the prisoner was a man, and not a woman as he had been known under that identity in the charge sheet. The prisoner had kept up the illusion when charged in the Court, and he stated that he was a widow 42 years of age, and was deprived of support by the death of a husband. It is not yet known to what extent the discovery of the real sex of the prisoner will affect the decision of the Magistrate.

"PUSSYFOOT" TYPES.

A Quiet-Spoken Sort of Folk.

Up in Scotland I have been studying the different types of Pussyfooters, and have come to the conclusion that the "Pussyfooters" to whatever type he or she belongs, is unmistakable.

People who picture Pussyfooters as people who howl and rant are falling into gross error. Most of the Pussyfooters whom I have met (declares a Daily Graphic writer) are quiet-spoken, "say nothing-to-nobody" sort of folk.

Prominent among them is the "kirk member." He is usually a young man of the middle-class who values respectability as he values his immortal soul. In fact, these two things are the same in his mind. His kirk or church is Pussyfoot—therefore he is Pussyfoot. What the minister says goes. He does not talk much because he is often only a half convert; but he will vote "dry" because it's respectable.

Then one meets the "crank." Rather a rare bird this, but he exists. He regards alcohol as the root of all evil, neither more nor less. He believes that in a non-alcoholic world crime and sin would be sterilized, and economic factors, as also human factors, don't exist for him. Also, he is one of the few Pussyfooters who rave.

So we come to the women. Cherchez la femme has taken new meanings in the Scottish Pussyfoot elections. The woman Pussyfooters are of two types—either the quiet, cat-like woman, who does her work for the Prohibitionists silently and effectively, undermining a little here, working a trifle there, in the club, the home, the sewing circle, or she is the burning-eyed fanatic, one of whom I saw outside the shipyard gates the other day in Glasgow filling the Clyde-side air with her howlings, and incidentally collecting nearly \$20 from her audience.

Then we have the professional man, lawyer, doctor, or what not, who entirely honestly, and because he believes a dry Scotland would mean a better Scotland, helps the Prohibitionists by personal influence over his clients and by his purse.

Many of this type are soldiers, and it is a fact that some of the most distinguished fighters on the West Front have given their services to the "dries."

Finally, the American, like the poor, we have always with us. It is usually a "she" and it is usually a "spell-binder." The American is enormously persuasive, exceedingly careful not to hurt America at the heads of his or her Scottish audience, and has a sort of "It's all over bar the shouting" air which, in the words of one of these imported

BANDMAN COMEDY COMPANY.

"In the Night".

One of those unconventional plays which leaves the audience to doubt the acceptability of the conclusion was witnessed by what was unfortunately a sparse audience at the Theatre Royal last night. The characters are supposed to be French, and the scene of the play is Paris, and it therefore causes no surprise that the play should be a triple risqué. The "eternal triangle" is again the subject of the play, and the exposure of the guilty parties is brought about by the investigations which a commissionaire de police institut into a case of burglary which takes place at the residence of Rene Lavandier, a metropolitan Magistrate, at the same time that his wife has taken advantage of his absence to receive a young man. Of course, the author so to speak has made amends for the wife's erring ways by the portrayal of a husband, heartless, neglectful of the happiness of his home, and possessed of this great fault—that he is entirely unsuited to madame, being somewhat advanced in years, and practising towards her the same stern demeanour that he displays to his prisoners. Under these circumstances "youth must respond to youth" and with these somewhat outspoken words the play ends with the husband taking a back seat whilst his younger rival establishes a firmer hold over the affections of his wife.

In this play, the most popular part fell to Carl Lawson who portrays the type of burglar who "was once a gentleman." It is this character who introduces into the play some of its most refreshing dialogue which was always received by the audience with delight. As the Magistrate Lavandier, Mr. Percy Baverstock did all that the author could expect of him. Miss Beryl Barracough sustained a difficult role with conspicuous ability, and Olive Thomas, as the unhappy lover, supported her well.

The minor parts, with special reference to Mr. J. O. Twiss, who ably sustained the role of commissionaire de police, were no less responsible for the splendid success which the play achieved. To-night, that popular favorite "The Naughty Wife" is on the boards.

BOXING.

Dempsey-Carpentier Fight Fixed.

Jack Dempsey and Georges Carpentier have signed articles to fight for a purse of 500,000 dollars. The fight must take place before July 4, the exact date and place to be determined later. The fight may be staged in the United States, Canada, Cuba, or Mexico, and must be for not less than 10 and not more than 15 rounds. Each boxer is to put up 50,000 dollars, and each promoter 100,000 dollars for forfeit.

A Reuter message says:—The contract for the Dempsey-Carpentier match was signed to-day, when Mr. Kearns, as manager for the American, and M. Deschamps for Carpentier, deposited 50,000 dollars apiece as an earnest of their intentions. Under the terms of the contract, the half-million dollars prize-money will be divided twenty-four hours before the contest, Dempsey receiving 300,000 and Carpentier 200,000.

Besides Carpentier and Dempsey and their managers the signatories of the contract included three promoters: Messrs C. B. Cochran, Tex Rickard, and Brady. A clause relating to cinematograph rights provides that these shall belong jointly to the two parties, who agree immediately after the fight to form a corporation to distribute the film.

Mr. Robert Edgren has been designated as sole arbiter in all disputes which arise from the signing of the contract to the day of the fight.

EARLIER SPECIAL TELEGRAMS.

SINGAPORE UNION JACK C. B.

Singapore, Dec. 21.
At the annual gathering of the Union Jack Club, the General stated that a new site had been found for which the Government was giving \$75,000 out of War Office funds. It would also help to keep the Club self-supporting.

OPIUM SMUGGLING.

Singapore, Dec. 21.
A Chinese has been fined \$8,120 and \$1,020 for opium smuggling at Penang, his regular route being from Calcutta to Madras overland, thence by sea to the Straits and China.

NEWSPAPER ADVERTISING.

The Most Effectual.

Sir Hall Caine, K.B.E., writing by request on modern advertising, says:—

I think that newspaper advertising is generally the most effectual, the widest in its range, the most immediate in its effect, the most direct in its appeal.

That such advertising has the collateral public advantage of cheapening the cost of newspapers, enlarging their bulk, increasing their efficiency, and even making their existence possible; and that the advantage is only too doubly bought where (in unscrupulous hands) the advertising department of a newspaper is allowed to exercise a disproportionate influence on the editorial department, thereby sapping its strength and independence.

That a college for the study and practice of the art of advertising ought to be established under proper auspices, in order (a) to save vast sums of money that are now being wasted; (b) to elevate the character and improve the tone of advertising; (c) to wipe off our walls and remove from our newspapers some of the blatant vulgarities which are too frequently allowed to disfigure them; and (d) to make more generally known the fixed principles of advertising upon which the great advertisers throughout the world have built up their vast businesses.

That for the proper dignity, the honesty, and the honour of advertising, and the elimination of the charlatans, it ought to become a recognised profession like any other. No other profession spends and earns so much, and has so little recognition.

TO-DAY'S EXCHANGE.

The closing rate of the dollar on demand, to-day was 3s.11 3/16d.

LIGHTING-UP TIME.

Lighting-up time to-day is 5.44 p.m.

THE WEATHER.

2 p.m. Barometer:—29.95. Temperature:—66. Humidity:—64.

DON'T FORGET.

To-day.

Theatre Royal—Bandman Co. present "The Naughty Wife"—9.15 p.m.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

To-morrow.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15 and 9.15 p.m.

NOTICE.

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For all kinds of diseases. Price in packets. 1/6, 2/6, 3/6, 4/6, 5/6, 6/6, 7/6, 8/6, 9/6, 10/6, 11/6, 12/6, 13/6, 14/6, 15/6, 16/6, 17/6, 18/6, 19/6, 20/6, 21/6, 22/6, 23/6, 24/6, 25/6, 26/6, 27/6, 28/6, 29/6, 30/6, 31/6, 32/6, 33/6, 34/6, 35/6, 36/6, 37/6, 38/6, 39/6, 40/6, 41/6, 42/6, 43/6, 44/6, 45/6, 46/6, 47/6, 48/6, 49/6, 50/6, 51/6, 52/6, 53/6, 54/6, 55/6, 56/6, 57/6, 58/6, 59/6, 60/6, 61/6, 62/6, 63/6, 64/6, 65/6, 66/6, 67/6, 68/6, 69/6, 70/6, 71/6, 72/6, 73/6, 74/6, 75/6, 76/6, 77/6, 78/6, 79/6, 80/6, 81/6, 82/6, 83/6, 84/6, 85/6, 86/6, 87/6, 88/6, 89/6, 90/6, 91/6, 92/6, 93/6, 94/6, 95/6, 96/6, 97/6, 98/6, 99/6, 100/6.

DEVASTATED FRANCE.

Appreciation of Hong-kong's Help.

The following letters are forwarded us for publication:—
To Monsieur Paul Hyacinthe Loysen,
Paris.

110, Rue du Bac,
Paris.

Sir,—I have, under the direction of our Committee, great pleasure in handing you herewith a draft on Paris, for Fcs. 274,127.90 (Francs two hundred and seventy-four thousand one hundred and twenty-seven and ninety centimes). This subscription has been participated in by the Chinese, Portuguese, Japanese, Swiss, American and British communities in Hongkong, with the very kind assistance of M. le Consul de France and our other French friends at this Port, and is sent to you in the hope that, under your direction, and with the assistance of the French Minister of Reconstruction, it may in some small degree alleviate the present distress in the War Devastated Regions of France.

Capt. Basil Taylor, the Hon. Secretary, and Mrs. Basil Taylor, the originators of the Fund, who are well-known to you, have returned to Europe and have promised to communicate with you and give you any further information that may be of interest to you or any assistance on behalf of the Fund that may be in their power. Their address is: 9, Rosary Gardens, London, S.W.

We have the honour to be, Sir, with all good wishes,

J. L. CROKATT,

Member of Committee.

H. MATHESON,

Hon. Treasurer.

To the Members of the Hongkong Fund for War Devastated France.

Gentlemen.—After a long delay owing to the distance between us and also to a journey in Eastern Europe from which I have just returned, your letter and cheque, dated August 5th, are at last to hand.

For the latter you will find herewith a separate receipt, and in prompt acknowledgment of both I am calling to-day to your Hon. Treasurer, Mr. H. Matheson, through the Anglo-American Telegraph Company.

What I wish to express above all things in this letter is my deepest sense of gratitude as a Frenchman for the thoughtful initiative of your Committee and the magnificent generosity of your subscribers to whom I would wish you to kindly convey this feeling.

Indeed, Hongkong has thus scored a surprisingly high record in the world-wide competition of fraternal help to glorious but mutilated France. And because not only all the Allied but even many of the Neutral communities have shared in this noble effort, it may fitly be said that, under your British guidance, a "Sacred Pledge" of all the nations has been taken in Hongkong on this occasion.

My first move has been to write to Captain Basil Taylor in order to get into touch with him, in the matter as you suggested I might do: such a preliminary consultation will give me the opportunity of thanking him personally as well as Mrs. Basil Taylor for having been the inspirers of your enterprise on receiving a circular letter from Madame Hyacinthe Loysen on behalf of her relief work in the Aisne department, a circumstance which I feel doubly proud to recall to-day after your grand achievement.

My next step will be to inform the French Minister of Reconstruction.—Believe me, gentlemen, yours very sincerely,
PAUL HYACINTHE LOYSEN.
110, Rue du Bac, Paris,
1st November, 1920.

EARLIER TELEGRAMS.

SINN FEINERS AS HOSTAGES.

London, Dec. 19.
Father O'Flanagan in a further message to Mr. Lloyd George, declaring that Sinn Fein was a peaceful and political organisation and that violent attacks thereon would inevitably lead to violent reactions, says that reconciliation is only possible when representatives of both nations meet as equals to draw up an agreement. He denies having closed the door, though he may have discovered it closed when he thought to find it open.

An extraordinary coup by the Crown Forces in Galway was made yesterday morning. The police and military in mobile craft surrounded the wild, rocky Aran Islands, which they systematically searched for most desperate revolutionaries believed to be in hiding there. Seven were arrested, two shot dead and three wounded in trying to escape.

London, Dec. 20.
The Officer Commanding the Kerry district announces that in consequence of ambushes, Sinn Fein leaders will henceforth be carried in military lorries as hostages.
The Military Governors of Cork and Kerry have ordered the leaders of the Irish Republican Army to be carried in Government lorries in future as hostages. Two hostages were shot dead on Saturday night. Both had been in custody at Cashel. They were taken out on Saturday to accompany a military lorry on a journey which was uneventful, until their return was almost completed, when they were shot. It is alleged, by the military for a reason unknown.

CONSTANTINE RETURNS.

Athens, Dec. 19.
Constantine has arrived, and immediately proceeded to the Cathedral, and then to the Royal Palace, amid scenes of indescribable enthusiasm.

Constantine, in a message to the Greek people, recalls the "agonising emotion" of his exile. The people's unanimous call proved the truth of his father's device "My strength is in the love of my people." He says that his life henceforth will be devoted to the strict observance of constitutional right, aiming to secure tranquillity at home and national re-establishment abroad, relying on the heroic Army.

THE COST OF THE WAR.

London, Dec. 20.
In the House of Commons, replying to Sir Arthur Shirley Benn, Mr. Lloyd George said it was substantially correct that the war cost 32,000,000 casualties, 9,000,000 deaths and 250,000,000,000 directly and 507,000,000,000 indirectly.

Sir Frederick Hall suggested that the question of fresh naval construction be discussed with the United States and Japan, before deciding on a new British naval programme in order to see whether an arrangement could be reached for reducing the naval expenditure to a minimum, consistent with national safety. Mr. Lloyd George gave an assurance that the Imperial Defence Committee would consider the question.

THE FALL IN EXCHANGE.

Bombay, Dec. 20.
The anxiety of merchants owing to the fall in exchange and stagnation of trade, is evidenced by a resolution of the Bombay Native Piece Goods Merchants Association that until the authorities take steps to remove trade difficulties, no merchants shall order or buy any British or foreign piece goods, or goods from up country, the effect of which would be to prevent the auctioning of goods now lying in docks originally ordered on a basis of two shillings exchange, whereof ordering firms were unable to take delivery.

FRANCE AND GERMANY.

Paris, Dec. 18.
In the Chamber of Deputies the Premier, answering a question as to how far advanced Germany's disarmament was, stated that Germany's present military condition does not warrant the apprehensions felt in some quarters as to the possibility of aggression against the French frontier.

The French Military Bill is now under consideration. It was endorsed by the Supreme War Council and the Government therefore feels it to be its duty to reduce the Army as much as is consistent with France's security.

The papers, commenting on the Premier's declarations before the Chamber of Deputies yesterday, express the opinion that the uneasiness as to the possibility of a German aggressive move in the near future is now dispelled, and the innuendo of assertions representing France as permeated with imperialism and militarism is once more well established.

FRANCE AS TURKEY'S FRIEND.

Paris, Dec. 18.
According to a report from Constantinople to "Le Temps," Nabî Bey, head of the Turkish delegation to France, stated before leaving that France did more for Turkey than any other nation, and the Turkish people will never forget any help they may receive in their present distress from France.

MERCHANT SHIPS FOR FRANCE.

Paris, Dec. 17.
The Secretary for the Merchant Marine gave particulars of the negotiations with Great Britain respecting the merchantmen made over by Germany under the Peace Treaty. The negotiations he said, had resulted in France receiving four hundred and thirty thousand tons of shipping.

THE TEST MATCH.

Sydney, Dec. 20.
At the close of the day's play, Australia had scored 332 runs for 5 wickets (Collins 104, Macartney 69 and Taylor 51).

NOTICE.

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THE CRIME WAVE IN NEW YORK.

New York, Dec. 20.
The police are taking drastic steps to deal with the crime wave. Henceforth all known criminals are barred from the shopping district about Fifth Avenue. A flying squad of forty automobiles and numerous motor cycles, manned by detectives, patrol the City unceasingly. All policemen on furlough have been recalled.
The latest sensation is the arrest of the wife of a wealthy Chicago insurance agent in connection with the motor murder of the Police inspector.

GERMAN PROPAGANDA ECHO.

New York, Dec. 20.
Doctor Rumely and two lawyers have been found guilty on counts of concealing from the authorities facts regarding funds for the purchase of the "New York Evening Mail" in 1917, advanced by the German Imperial Government. The accused were recommended to mercy. Evidence at the trial contained illuminating references to the activities of Albert, a German fiscal agent in New York, and Count Bernstorff.

FRENCH POLITICS.

Paris, Dec. 17.
The papers express satisfaction with M. Raiberti's appointment as War Minister. He is perfectly conversant with military and financial problems.
The Cabinet met to-day under the presidency of M. Millerand.

THE FRENCH LOAN.

Paris, December 19.
According to L'Eclaireur Paris, the Finance Minister has stated that the results of the last national loan will aggregate well over £1,200,000,000.

GERMAN MILITARY ACTIVITY.

Paris, December 19.
According to Le Gaulois, the former War Minister, M. Le Fèvre, intends soon to set forth before Parliament private information respecting Germany's present military activity, chiefly regarding aviation and poisonous gas, which, he says, are still manufactured.

FRENCH RAILWAYS.

Paris, December 19.
The Chamber of Deputies, yesterday, passed a Bill reorganizing the railways on quite a new basis. Although retaining individuality, all systems are to be worked as a whole. The employees are to share in the management and will have an interest in the financial results.—Falls.

DOINGS OF THE DUFFS

They Call at An Inopportune Time.

BY ALLMAN.



NOTICE.

The Victrola Means a Merrier Christmas

There is something really Christmassy about the Victrola: it brings with it happiness for all the year. Like the old-fashioned fireplace, it becomes a rallying point for the whole family. And as for true Christmas spirit—nothing is more welcome than Victor Records, when they are chosen with the particular taste of the recipient in mind. We can help you choose just the Victrola that will delight the folks. Drop in today and hear some of the world's greatest artists, perfectly reproduced by Victor Records.

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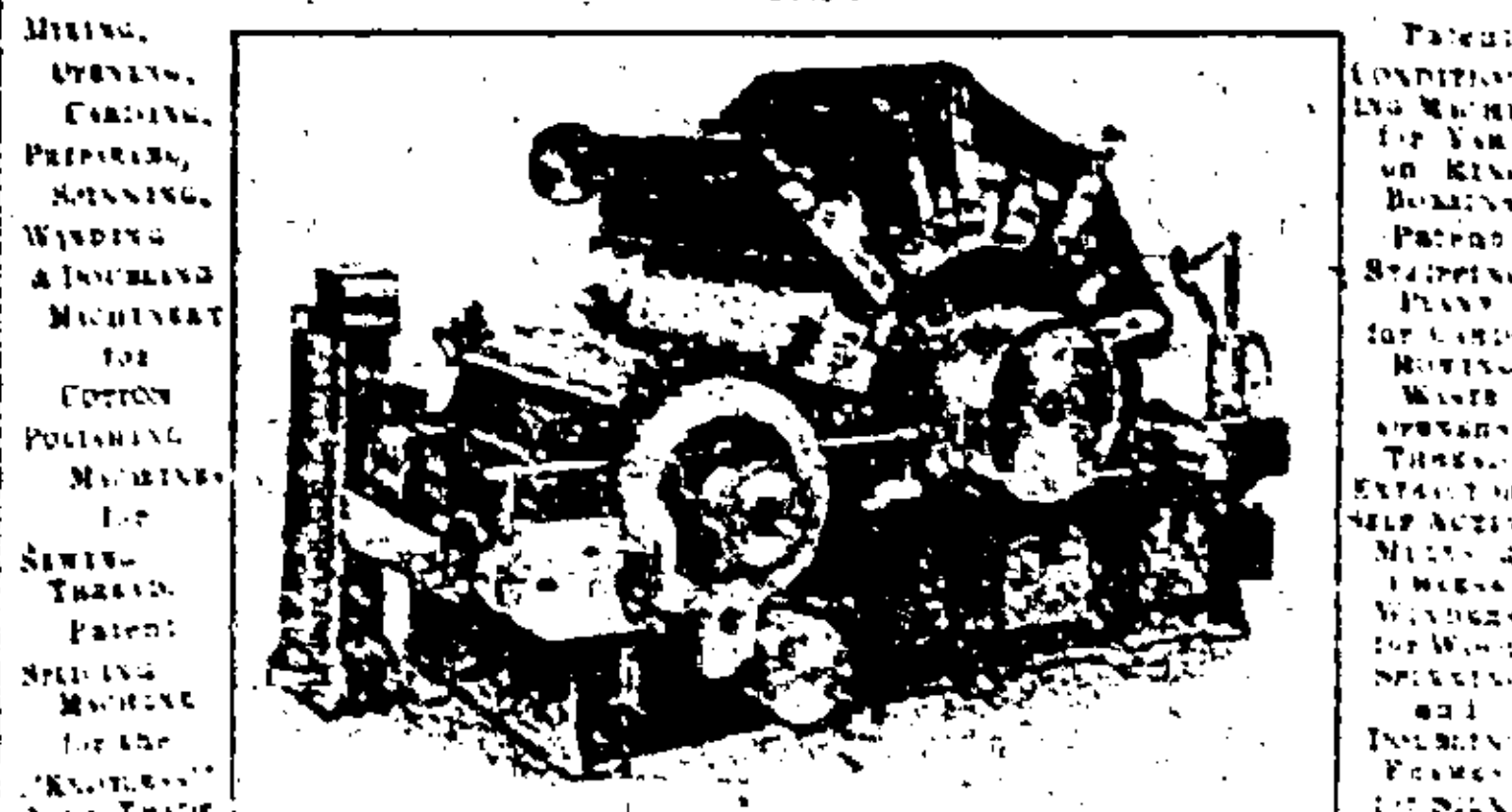
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ROBERT SMILLIE.

Has His Leadership Gone?

According to many writers the present week will be found to have afforded the real test of Mr. Smillie's power. After prolonged negotiations agreement was reached on a datum line, which, popularly expressed, meant that for the future British miners would be remunerated, to some extent, at least, on the basis of output. Mr. Smillie asked the rank and file to accept the terms, but they have voted against them, and it is therefore suggested that Mr. Smillie's leadership has gone. No one who knows the man will accept that view. Even if he resigned his leadership would still be real and impressive. It is more correct to say that in the second ballot the great majority of miners have assumed that in any case there will be no strike. They are now engaged in the familiar process of collective bargaining, and enormous numbers have voted against acceptance because they feel that rejection of the present proposal involves a definite effort to drive a better bargain. They may be right or wrong; in any case that has been their attitude and their belief, writes Mr. William Graham, M.P.

STILL UNSPOILED.

A small man would probably have been broken by such a result. But Mr. Smillie is not a small man. For years his name has been one of European significance, for British coal has a big reputation. In this country no one has commanded to quite the same extent the hostility of opponents and the admiration and affection of innumerable friends. Photographed, interviewed, described, lauded, and condemned, he remains simple, unaffected, sincere, just as deaf to adulation as he is to abuse. Cartoons depict him in the paraphernalia of industrial war, but for the most part he has either a soft hat or a plain cloth cap, and it is perfectly clear that no one cares less for a Bond Street cut. Many men who have not had one-tenth of his publicity, and nothing like his name and fame, have become giddy and have tumbled from their perches, or ascended to others from which they will soon tumble. He remains firm, like great rocks on the Scottish coast against which the waves of opposition beat in vain.

CRITICISM OF POLICY

No one pretends that Mr. Smillie has not made mistakes. Many of the most prominent leaders of Labour have differed from him from time to time. They did not for example, share his feelings on the war, and they often argued that his views were not the views of British miners. They did not like his opinions about soldiers' and workers' councils. And they have very often criticised him in the plain matter of industrial arrangement and in the necessary negotiation over policy and

wages. But no one who has had the privilege of knowing him has ever questioned his sincerity, his fearlessness, and the unflinching zeal with which he has promoted a great cause. Mr. Smillie is getting old. The stoop is more pronounced; the lines on his face more impressive; and there is at times that feeling of utter exhaustion in the midst of which one would gladly be done with public work for ever. When the campaign for the public ownership of mines was at its height, and I went with him to Aberdeen and Dundee and other places, the strain was conspicuous, because he has sacrificed much of his health for hundreds of thousands of men and women who have been to him a greater constituency than any held by a Member of the House of Commons.

ELECTION EXPERIENCE.

And that reminds me of much of the foolish talk regarding Mr. Smillie's election efforts. It is often said that miners refused to elect him. That is true, but it cannot be forgotten that Mr. Smillie fought many of his elections at a time when Labour representation was something new to the electorate, when the miners were still in the conservative condition which was true of them for years and years, and when they voted stolidly election after election for a tradition rather than for a man. Besides, Mr. Smillie did not temporise. He stayed a blunt case in a blunt way, and that did not suit old-fashioned folks, who preferred polished phraseology to direct statement of a trying case. And it was nearly always a trying case that Mr. Smillie had to present. In those days miners were not well paid, the mortality in the mines was high, the housing condition in mining villages wretched, organisation poor, with the result that a strike or lock-out meant almost instant starvation, and the future often clouded with despair. No doubt, while much of that criticism is at least modified, if not met—for miners' housing in Scotland and elsewhere is still appalling—it took a brave figure to face it. And if he had consented to political manipulation Mr. Smillie might have been in Parliament long ago.

THE LONG VIEW.

Making allowance for errors in policy, it can never be forgotten that even colliery owners bear testimony to the fact that when Mr. Smillie makes a bargain he keeps it to the letter; he has stirred thousands out of their apathy with reference to social and industrial conditions, and he has set an example of personal character, for which other sections of Labour would be better to-day. Let these facts be remembered to his credit when his followers appear to have rejected his advice. They will weather this storm in his career. He knows the history of British mining enterprise, and above all he knows the miners. He takes a long view of the industry, and of its social responsibility. In due course he will be even greater for to-day's experience.

COMMERCIAL NEWS.

COTTON EXPORTS TO THE ORIENT.

Bookings for exportation of cotton indicate that Seattle will continue as the leading western port in the export of raw cotton to the Orient. Bookings for exportation of cotton were made for as early as Nov. 4 instead of Nov. 16, the original date set. Cotton valued at \$72,000,000 was handled here last year.

CALIFORNIA'S OIL OUTPUT.

California led all States in September's record of oil production, according to the survey of the United States Geological Survey. The daily average was 304,367 barrels. The United States consumed nearly 50,000,000 barrels of petroleum in September, while production for the country as a whole decreased slightly. The average daily record of production was 1,351,000 barrels for all fields in September as against 1,370,870 barrels in August. The deficiency in the nation's production was met by importation during September of 10,914,000 barrels, the largest in production is attributed to the falling off in Louisiana and Texas fields.

SHANGHAI SHARE MARKET.

Messrs. A. E. Anderson and Co.'s Weekly Share Circular, under date Shanghai, 4th December states:—Business has again remained quiet throughout the week, but the continued drop in sterling exchange, by retaining money in the settlement, should have a favourable effect before long. This is already forecasted by the improvement in Hongkong Banks, Unions and North China Cottons have remained a dead market despite the very satisfactory showing of the premier company given below. Rubbers still fail of interest save for a few buying orders at prices too low to induce business. To-day's opening rate for T. T. on London was 4 1/2, the Dollar rate being 71.975. Debentures.—The only sales coming to our notice were S.M.C. 5% (1913) at 77. 3/4; (1914) at 71; and 7% (1920) at 92 1/2. There is a slight demand for the leading lines which promises to become more marked. Hongkong and Shanghai Bank.—In consonance with the fall in exchange the price rose to \$50 with further buyers. Shanghai Hotels, Ltd.—An extraordinary general meeting is advertised to take place on 8th instant for the purpose of considering the following resolutions:—1.—That the capital of the Company be increased to Mexican \$1,125,922.50 by the creation of 100,000 additional ordinary shares of \$7.50 each. 2.—That 24,477 of such additional shares shall be applied to the allotment to the holders of Founders' shares in the proportion of 199 of such additional ordinary shares to every existing Founders' share held by them respectively in accordance with the new Article 135 (a) set out in the proposed resolution 4 (c). 3.—That the remaining additional ordinary share shall be issued at such time and upon such terms and conditions as the Directors shall deem expedient provided that they shall not be issued for less than \$50 each. Ewo Cotton S. and W. Co., Ltd.—The annual general meeting will be held on 16th instant. The balance standing to credit of Profit and Loss for the year ended October 31st, is shown as Tls. 2,133,429.34 and after deducting the amount paid as an interim dividend of Tls. 92 per share, and the sum of Tls. 28,000 payable on the 7 per cent. preference issue, there remains the sum of Tls. 1,685,429.34 which the Directors propose to divide as follows:—Pay a final dividend of Tls. 68 per share, Tls. 1,360,000, write off from various accounts Tls. 153,718.60, add to Repairs and Renewals Tls. 50,000, Donation to War Funds Tls. 20,000, Bonus to Staff at Mills Tls. 50,000, add to Chinese Superannuation Fund Tls. 20,000 and carry forward Tls. 11,710.94. Oriental Cotton Co.—At the confirmatory meeting held on 29th ultimo the resolution dividing the shares into 10 new of Tls. 3 each, was again passed. Hall & Holtz (Ltd).—An extraordinary meeting is to take place on the 14th instant to pass resolutions permitting the Directors to borrow up to a total of Tls. 600,000 and authorizing them to issue Tls. 125,000 of debentures. The present authorized issue of the company is Tls. 430,000, 7 per cent. 5 1/2 year debentures, of which Tls. 210,500 has been issued. Chinese Reorganization Loan.—British issue fell to 61 but has since recovered to 63 1/2; no quotations for the French issue have reached us.

NOTICE.

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DISS BROS.

"CROSSING THE LINE."

Prince of Wales and Time-Honoured Ordeal.

Published "by authority," and liberally illustrated with photographs taken on the occasion. Crossing the Line with H.R.H. The Prince of Wales in H.M.S. Renown (Sydney: Angus and Robertson) provides a graphic and amusing account of the time-honoured ceremonies associated with "crossing the Line," as they were conducted on H.M.S. Renown on Saturday, April 17, during the voyage of the Prince of Wales to Australia. The actual crossing of the Line took place on the Friday night at 11 o'clock, in longitude 169 degs. west. King Neptune and his satellites appeared mysteriously out of the darkness, and in creditable verse, to which the Captain of the Renown replied in a like measure, Neptune announced his Royal intention of returning in state on the following morning.

to supervise the ceremonies that my laws demand. That custom has ordained, and we think wise." Only on the following morning, Neptune, accompanied by his Queen, Amphitrite, and all his Court, appeared on the quarter-deck, and was ceremoniously received by the Prince of Wales, accompanied by his staff, and the Captain and officers of the Renown. A Guard of Honour of Royal Marines presented arms, and the band struck up "A Life

on the Ocean Wave," assumed to be the National Anthem of Neptune's dominions. Like other Royalties on such occasions, Neptune distributed various decorations, the Prince of Wales being created a Companion of the Royal Order of the Equatorial Bath. Proceeding to an investigation as to those who were to be made free of Neptune's realms, it was discovered that there were over four hundred novices—i.e. those who had not before crossed the Line, who required initiation. Those, with a complete disregard to rank, were subjected to all the traditional goodhumoured mis-handling. First on the list of novices came the Prince of Wales, with no abatements made in his favour, and in the words of the writer of the narrative, "getting all that was going." The Prince entered into the fun as heartily as anyone, and endured the customary dosing with a huge pill made of dough flavoured with quinine the subsequent shaving with a huge pantomime razor, and final ignominious precipitation into a bath of sea water. Seldom, if ever, has a Royal Prince been treated with such levity by his future subjects, and perhaps only with such a Prince and subjects could such rough fun have been possible, or have been the expression of so much mutual admiration. Several of the illustrations show the Prince in the hands of Neptune's satellites, and others as the delighted spectator of his friends' experience under similar circumstances.

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"INION"	6th Feb.	London, Amsterdam & Antwerp
"MENTOR"	22nd Feb.	London, Amsterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"DEMODOCUS"	24th Dec.	Glasgow, Liverpool & Glasgow
"ALCINOUS"	3rd Jan.	Marseilles, Havre & Liverpool
"HECTOR"	11th Jan.	Liverpool
"BELLEROPHON"	19th Jan.	Glasgow, Marseilles & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAREUS"	31st Dec.	Vancouver, Seattle, Tacoma and
"TEUCER"	1st Feb.	Vancouver
"PROTESILAUS"	15th Feb.	Vancouver

NEW YORK SERVICE

(via Suez or Panama)

"TYDEUS"	10th January.	via Suez
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HOMEWARD PASSENGER SERVICE

"ANCHISES"	1st February.	for Liverpool direct
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CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

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having arrived from New York via ports, on 17th December, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of The Hon. Shan Godown Co., 16 & 17 Kennedy Town, Praya, Hongkong, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 22nd inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after 23rd December, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.

United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE.

2nd Floor Hotel Mansions,
Hongkong, 17th December, 1920.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

AND

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"ALCINOUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 21st December.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.15 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 27th Dec. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 10th Jan. 1921 or they will not be recognized.

No Fire Insurance will be effected.

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Hongkong, 20th December, 1920.

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having arrived on December 17th, from the above mentioned ports, consignees of cargo are hereby notified that they must take immediate delivery of same along-side, and all cargo impeding discharge will be landed at their risk and expense into the Hazardous Godowns of Messrs Frank Waterhouse & Co. Yaumati Shelter, and at consignees' risk.

Consignees must produce an Import Permit before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be landed in Frank Waterhouse & Co's godowns, where they will be examined by Messrs Carmichael & Clarke on December 21st 1920 at 2.30 p.m.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the steamer or godowns. Goods remaining undelivered after December 24th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Operators U. S. Shipping Board,
Hongkong, 20th December, 1920.

NOT A SUCCESS.

End of State Shipping in
France.

The French Council of Ministers has accepted, in principle, the liquidation of French State-owned merchant ships, and has appointed a committee to draw up a scheme to effect it. It is estimated that the State owns about one million tons of shipping and has a further 150,000 tons building. Practically all the vessels are cargo-carriers, but there are certain mail steamers for the colonial services under construction. A year ago, when liquidation was first mooted, it was estimated that approximately £80 per ton could be obtained for the State ships, but since then conditions in shipping have altered very considerably. The amount of new tonnage put afloat, the failure of the world to react economically

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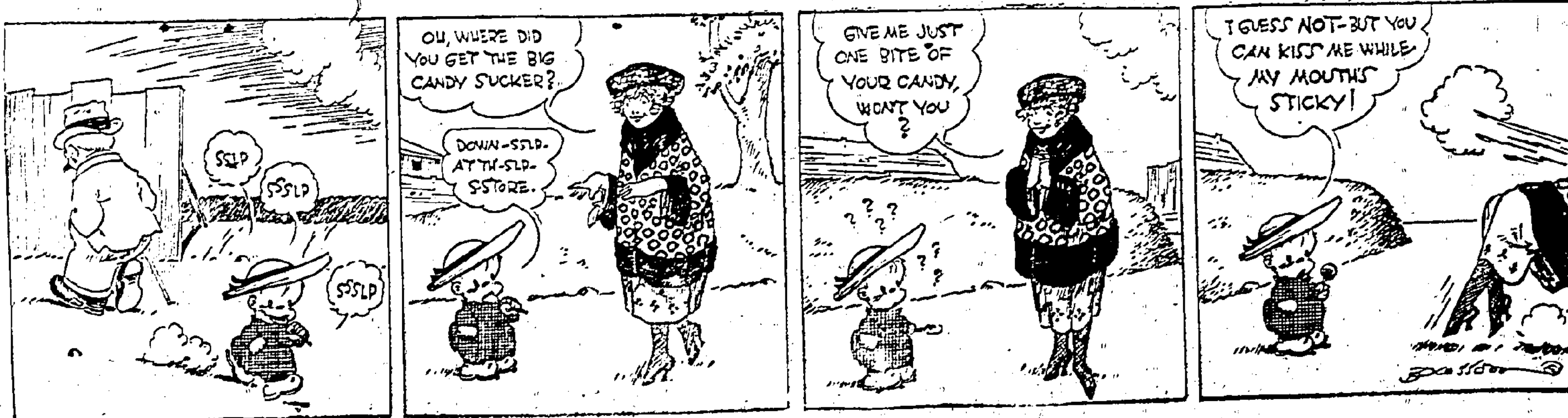
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after the war, and the slump in freights have seriously affected the value of tonnage, especially of cargo tonnage. In addition, a large proportion of the French ships consist of vessels built in Japan and America during the war, and can hardly be described as first class. Amongst these may be reckoned the wooden auxiliary schooners, nick named "Pardieu's follies," and generally known for their leaking propensities. If we recollect aright, 81 of these were built, of which less than 40 survive. If the State tonnage averages out at £16 per ton, the taxpayers should be grateful. With the above decision it may be assumed that all question of nationalisation of shipping is ended. It cannot be claimed that State operation has been a great success in France, a result in large part due to the political atmosphere in which it was conducted. It largely consisted in laying up the State ships and chartering foreign tonnage to do the real work. It is somewhat noteworthy that M. Bouissou, the well-known Socialist deputy, to whose energy was due the "requisition general" in April, 1918, and who has been a determined advocate of nationalisation, has made no protest against the decision to liquidate. Parisian commentators see in this a tacit confession of the failure of nationalisation.

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Business correspondence should be sent to the Manager.

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, DECEMBER 22, 1920.

DISTRUST OF SOCIALISM.

The latest Home papers to hand give details of the Municipal Election held last month, in which, basing their hopes on previous results, the Labourites expected to sweep the country. In point of fact, however, they met with a most bitter disappointment. In some seventy of the leading boroughs of England and Wales, Labour put forward, including a sprinkling of unopposed returns, no fewer than 747 candidates, and of these only 199 were returned. Roughly, two out of every three Labour candidates put forward were defeated. The Liberals and the Conservatives showed no marked change, but Independents standing as rate-reducers met with a considerable measure of success. The most astounding thing is that, despite the overwhelmingly heavy defeats suffered, one of the Labour leaders had the temerity to assert that they had nothing to be ashamed of, for they "continued to hold the confidence of the electors." By what process of reasoning he arrived at that conclusion, we do not know; all we can say is that if a complete rout of this character is regarded as indicating popular confidence, then the electorate has a strange way of showing its preferences.

It is interesting to look a little more closely at the Labour excuses for the heavy reverse suffered. The Chairman of the London Labour Party seeks to mitigate the severity of the defeat by asserting that the Labour candidates were under serious disadvantages. He particularises two conditions in which they suffered. In the first place, he says, Labour was unjustly held responsible for the great rise in rates; and, in the second place, the other parties combined to defeat the Labour candidates. It is true that Labour is blamed for rising rates; but not unjustly. Several of the London boroughs have been brought to the verge of bankruptcy by this indulgence at the expense of the ratepayer, and the same condition of affairs can be traced in the provinces where there is large Labour representation on the Borough Councils. There is good reason for the electors distrusting Labour finance; retrenchment will never come from a Labour majority. It is doubtful if there is equal truth in the second explanation which has been offered for the heavy defeat of Labour candidates. It may be that in some places the other political parties combined to secure the rejection of the advanced candidate; but there was no general or organised movement in that direction. Of the deductions to be drawn from the returns, the most interesting and not the least important is that the majority of the working class are not enamoured of Socialist administration. As Parliamentary elections have shown with remarkable consistency, the majority of the working class do not place their confidence in Labour candidates.

The point has been raised at Home that the use of the word Labour as applied to these contests is a misnomer, it being held that the more appropriate word would be Socialist. And it has been suggested that the fact that Labour candidates are for the most part Socialists is one reason for their failure. At any rate, there can be no disputing the point that the mass of working class opinion at Home is politically moderate, a circumstance for which we should be duly thankful. Industrially, as one paper observes, it favours Trade Unionism, and demands and exercises the right to strike. But while following their Socialist leaders in industrial action, many Trade Unionists display independence in their political attachments, combined with a steady antipathy to the allurements of Socialist government. It is no doubt the case that Labour is to some extent increasing its influence both in national and in local administration; but the movement is proceeding slowly, without any rapid transition or decided breach with the past.

NOTES & COMMENTS.

The Coming Holiday.

We are nearing what is commonly known to Christian peoples as "The festive season." There seems to be almost the smell of it in the fresh, clear air that comes with a north-east monsoon; there are indications of it in the street, and we all have the feeling within ourselves. The shops are all well-filled with seasonable goods, with toys and attractions dear to juvenile hearts, with useful and pleasing gifts for those of older generations; and we have all mapped out our holiday programmes, our parties and festivities. The newspapers of the Colony this year are taking a little longer respite from the cares of daily publication and the staffs—say, even the writer—are looking forward with more than usual anticipation to the break. It is the season of peace and goodwill that is coming and it is pleasing to think that the old world is, in the main, nearer to peace and goodwill than it has been for the past half decade, and more. The nations of the world are even now in solemn conference trying to devise ways and means of settling international disputes by means other than those of war; and there is plenty to hope for and little to warrant despair. Man must always get wiser because of his experiences; must seek to avoid the repetition of things that harm and hurt; cannot but help strive for better and saner courses of conduct. There is no room for pessimism in the man who faces his facts; there is room only for hope and happiness, because he is conscious of an endowment that has already brought him out of darkness and ignorance—an endowment that must inevitably lead him on to even better things. The spirit of the approaching holiday, peace and goodwill, is so essential to his climbing that it should be heartily striven for. Where there is so valuable a reward it is costly to be passive.

A Debatable View.

In our yesterday's issue we acknowledged the receipt of Mr. R. C. Hurley's new handbook of Hongkong—a little book that should be in the hands of all who wish to learn, in concise form, of the history of the Colony in which they live. But in some of his views the author shows that he is of the old school of thought. In his description of public buildings he has, whilst dealing with Victoria Gaol, seen fit to introduce his views on the efficacy of flogging and branding as a deterrent to criminals. On page 107 he says: "One of the most difficult problems with which the Hongkong Government has to deal is—how to keep a check on the arrival of desperadoes from the neighbouring mainland, as also the cum of criminals, often crippled and badly diseased cases, from the over-populated City of Canton. History repeatedly urges harsh measures such as flogging and branding, which, as a last resort, have always had the desired effect, and will always continue to do so. But the Home Authorities believe in humane measures with the result that a passive, long suffering civil humanity, has suffered during the last few years to an altogether abnormal extent and will continue so to suffer while the present lenient policy is persisted in. There is little doubt but what, after thousands of years of patient experience, the Chinese Government has learned the very best way of correcting these outrageous follies of its people. It might all be summed up in the words of the old-fashioned adage 'Spare the rod and spoil the child.' Mr. Hurley is, of course, entitled to his views on such a matter, but without saying more, a 'handbook to the British Crown Colony of Hongkong' is hardly the place where one would expect to find so debatable a view expressed. The view is possibly shared by many, but our own opinion is that trials of the old and new systems have proved the wisdom of the new.

The Fatal Seven Figures.

Mr. Austin Hopkinson, the Coalition Liberal M.P. for Moseley (a division of Birmingham) and proprietor of the Delta Engineering Works, refuses to become a millionaire. During a debate in Parliament on unemployment he declared that the fatal barrier to increased production is the thought of the workers that the "boss" is going to become a millionaire as the result of their exertions. He considered this fear irrational, but there it was, and so he had carefully

DAY BY DAY.

IT IS BY STUDYING LITTLE THINGS THAT WE ATTAIN TO THE GREAT ART OF HAVING AS LITTLE MISERY AND AS MUCH HAPPINESS AS POSSIBLE.—Samuel Johnson.

There was again a clean bill of health in the Colony yesterday.

The owner of a Japanese purse which was found lying in Pedder Street on the 17th is requested to apply to the Central Police Station for its return.

The remains of a Chinese girl living at Hok Un Village were recovered from a pond near the village by a farmer yesterday. She had been missing from the village since the 18th instant.

The Tora Kisen Kaisha announces that Mr. J. Vincent Braga (formerly of the Company's Hongkong office) has been appointed General Passenger Agent at San Francisco.

In the case at the Criminal Sessions in which Wong Man Cheung was charged with robbery in the village of Ho Mun Tin, a verdict of guilty was returned, and prisoner was sentenced to two years' hard labour.

A Chinese passenger of the J.C.J.L. liner Tiliap on his arrival here yesterday reported to the Police that Dutch paper money and drafts of the total value of \$1,922.50 had been stolen from his person during the voyage from Java.

Mr. L. N. Lee presided at a meeting of members of the Horticultural Society last evening, when a paper on rose-growing in Hongkong, by Mr. R. A. Nicholson, was read. The paper, which was full of useful information, is through the kindness of Mr. Ho Kom-tong, to be printed for circulation amongst members and sale to the public.

A number of injuries to his head and hands were sustained by a Chinese cargo coolie at W. S. Bailey and Co.'s dockyard at Kowloon yesterday. He fell into the harbour whilst boarding a steamer, and a block of metal, which he carried, fell on his head as he struck the water, and caused the injuries. He was sent to the Kwong Wah Hospital.

Accused before the Magistrate this morning with the theft of seven sheets of plate glass, such as these used for portholes, a Chinese to-day told the Court that this glass was accepted by him from a ship's carpenter in lieu of the payment of a debt, which the latter owed him. To investigate the story, the Police asked for a remand, which was granted.

Madame Lottie Gordon, the Australian pianiste, who has given many successful concerts in Australia in aid of charitable institutions, is arranging to hold a concert next month (January) in aid of the Blind Home and Pokfulam Home. The concert will be under the distinguished patronage of His Excellency the Governor and Lady Stubbs. Madame Gordon will be assisted by the leading artists of the Colony.

abstained from attaining to five figures, with the result that "production had increased enormously." This is gratifying as far as it goes, though all sorts of questions present themselves to the mind. That labour should desire a fair division—perhaps that phrase will be defined one day—of the profits is natural; what may be noted is the method of the worker in gauging profits. Some time back a letter appeared in the home Press from "A Working Man" suggesting that arguments as to industry not being able to pay higher wages must be fallacious because the announcements under the "Wills" column proved how wealthy employers are. It did not occur to the correspondent to inquire what proportion of employers as a whole these inflated estates apply to, nor did it occur to him—or, if it did, he made no allusion to the circumstance—that numerous entries are also found under the Bankruptcy heading. Still, plenty of stimulus remains, as Labour's objection appears not to apply so long as the employer restricts his belongings to \$999,999.

AVIATION NOTES.

(By "Meteorite.")

During the course of the past few weeks Flight-Lieutenant Harvey has been on a mission to this Colony in the interests of the British Air Ministry, and his visit has raised the question of possible landing sites in respect of which he is to report to the Ministry the facilities which the Colony may provide. His visit foreshadows the possible attachment of an aviation section to the China Command, and those who have studied the effectiveness of this weapon of warfare in the late war will understand how necessary it is that we should have an adequate fleet of aeroplanes, for the defence of this Colony and other British possessions in the Far East.

A glance over the map of the New Territories will bring to the attention many open localities which could be utilised as landing places. The only question presented by any of these to ordinary communication with the rest of the Colony, and on this point some doubts may be entertained. However, Lieutenant Harvey's mission has not been completed, and we may hope to hear before long that some suitable place has been fixed upon.

I am informed that his stay in the Colony will be an indefinite one. He denies the report that he is connected with the proposed project of an All-Red route. His visit to the Colony is not the less welcome for that matter, as it may furnish an opportunity for our Aero Club officials to get ahead with their scheme of providing a landing place for the two great events of the coming year—the World Aerial Derby, and the trans-Pacific flight between America and the Far East, in connection with the latter of which Hongkong is to be the terminus.

I note that queries have again been raised over the whereabouts of Captain Tom Gunn. Our anxiety as to what he may be doing is not the less keen when after several attempts we have been unable to locate him in Hongkong, though he is known to make Hongkong his headquarters. Report has it that he has gone to see Luk Wing Ting to co-operate with that restless potentate in the project of establishing an aviation service for South China. Canton officials have their doubts as to this latter point. They think he is up to some mischief harmful to themselves.

It may be stated here that in the course of the late military strife between Kwangsi and Kwanton a political entanglement arose which raised the question, on the part of the Canton faction at least, of the neutrality of Macao in the matter. Two machines were sold from there to the Kwangsi Government, it is understood, for civil purposes. These were however used in military operations against the Kwanton soldiers, and because of this misuse of the machines, communications were addressed to the Macao Government which suggested a breach of the attitude of strict neutrality which the Portuguese Government had hitherto upheld. It was, however, explained that the sale was made on the understanding that these machines would be used for commercial purposes only.

I am informed that the recent New York-Nome flight was undertaken by the War Department for a three-fold purpose and with the cordial co-operation of the Canadian Government and the aid of the weather bureaus of both countries. The first great purpose in view was the photographing and preliminary surveying for the opening of a route to Alaska. The second was the establishing of a relay mail and commercial air route which will cut the time from Alaska to the States from weeks to days. The third was the mapping of some 3,500 square miles of unexplored country about the flats of the upper Yukon River—a three days' task for the four flying photographers, but a labour of three years and many men for a ground surveying party.

With these three purposes in view, the U.S. War Department says:—It needs no prophetic vision to see what changes are to be wrought in Alaska's future by the coming of the four air-

KOWLOON BRITISH SCHOOL.

Fancy Dress Dance and Concert.

There are to be happy doings at the Kowloon British School this evening, from 8.30 to 8 p.m., when a fancy dress dance and concert will be held. The programme is as follows:—

1.—Song..... Selected
2.—Dance..... Walz
3.—Duet..... Life's dream is over
MASTER J. COLLETT AND MISS D. WITCHELL
4.—Dance..... Polka
5.—Duet..... Somewhere a voice is calling
MRS. BROWN AND MRS. SALTER
6.—Dance..... Lancers
7.—Song..... Selected
FANCY DRESS PARADE
8.—Song..... God send you back to me

MASTER J. COLLETT
Those taking part in the Fancy Dress Parade are as follows:—
Girls.—H. Baynes (Red Cross Nurse); E. Bell (Alsatian); N. Chatterton (Japanese); E. Collison (Oranges and Lemons); G. Dalziel (Game of Cards); M. Davidson (Food Controller); M. Davison (Baller Dancer); C. Dixon (Moth); F. Dunn (Pierrot); L. Dunn (Daisy); B. George (Rosamund); M. Gill (Folly); O. Goodman (Powder Puff); K. Green (Violets); E. Green (Rosebud); J. Greenaway (Fairy); C. Hast (Queen of Hearts); R. Hawker (Stuart Baby); W. Henderson (Buttercup); K. Heron (Dolly Varden); D. Heron (Folly); Z. Laitovetsky (Red Cross Nurse); D. Lyon (Milkmaid); G. MacNider (Bubbles); C. Moore (Japanese); E. Moses (Butterfly); F. Neave (Housewife); M. Newton (Folly); K. Nightingale (Butterfly); D. Panchon (Pierrot); G. Ramsay (Oranges and Lemons); S. Rasmussen (Pierrot); E. Rasmussen (Bluebell); M. Ratley (Brownie); I. Raymond (Rose); D. Salter (Persian Girl); A. Stevens (Dick Whittington); M. Stuart (Butterfly); B. Tarrant (Cobweb); B. Walker (Flower Girl); S. Weill (Spanish Girl); D. Witchell (Folly); M. Witchell (Kate Greenaway); M. Witchell (Doll); M. Woolley (Dominoes); P. Woolley (Irish Colleen).

Boys.—G. W. Arnold (Japanese); T. Arnold (Charles Dickens); R. Brand (Pierrot); J. Collett (Cook); C. Collett (Pierrot); A. Charlton (Ricksa Coolie); S. J. Clarke (Mexican Cowboy); A. Clarke (Jockey); J. Dalziel (Scotch Boy); D. Davidson (Robin Hood); E. Ellis (Pierrot); A. Frost (Chinaman); F. Gill (Cook); C. Hammes (Old-fashioned Boy); F. Hartley (Coster-monger); I. Joseph (Knight of the Order of the Bath); F. Leach (Red Indian); J. Leete (Baby); E. Leete (Tarzan of the Apes); A. Long (Father Xmas); S. Long (Kowloon British School); E. MacNider (Clown); S. MacNider (Pierrot); W. Matchin (Punch); E. Moses (John Bull); E. Murphy (Dutchman); J. Murphy (Pierrot); T. Neave (Dutch Boy); D. Ogilvie (Court Jester); H. Pearns (Father Xmas); R. Rasmussen (Clown); S. Rosser (Dick Whittington); J. Salter (Old Dutch Cleaner); D. Stevens (Goliwog); P. Stevens (Bubbles); L. Weill (Pierrot); M. Weill (Girl); R. Witchell (Chinese).

GOVERNOR OF MACAO.

Exchange of Telegrams.

We are asked to publish the following cables exchanged yesterday:—

"Silva Netto, President, Club Lusitano, Hongkong.—To you and your colleagues of the Committee and all the members of Club Lusitano I tender my sincere expressions of heartfelt thanks for the extremely kind reception accorded me."—Governor.
"H. E. The Governor of Macao.—Acknowledging receipt of your kind telegram and in the name of Club Lusitano I have the honour to convey to Your Excellency and Lady Correa da Silva our best respects, reiterating the expression of our deepest sense of gratitude for the honour extended to our Club."—Silva Netto, President, Club Lusitano.

planes to Alaskan soil on August 14th last. Little wonder, as we have said, that their advent was hailed with rejoicing by the far distant and far-seeing Alaskans who had hazarded their lives and their fortunes upon the upbuilding of Alaska's future.

TO-DAY'S MISCELLANY.

A man living near London recently sent up a small toy balloon filled with coal-gas and attached a note, asking whoever found it to let him know. A few days later he got a letter from a Belgian who had picked it up near Antwerp. Balloons of this type are constantly being used by scientific men for the purpose of sounding the upper atmosphere and finding out what is happening miles above the earth's surface. From the facts so obtained they are able to do a good deal towards accurate forecasting of the weather. The little balloons used are made of rubber and are only from 1ft. to 2ft. in diameter. They are filled with hydrogen gas. Each carries up a self-registering thermometer, a self-registering barometer, and another instrument for measuring the amount of moisture in the air. These instruments are so beautifully made that—altogether—they weigh but 3½ oz. The balloons have been known to reach a height of ten miles, or more than 50,000ft., before bursting. Instruments of any sort would, of course, be smashed to atoms by such a fall; but clever arrangements forestall such a disaster. When the balloon bursts, there opens up a little crimson silk parachute, and the thermometer and the rest come waiting down softly out of the regions of utter stillness and everlasting frost.

Master Edward Hardy, who has just graduated at the age of 12, from Columbia University, proficient in 11 languages, eight sciences, and music, mathematics and history thrown in as make-weights, is the biggest thing in the infant prodigy line America has produced since little Willie Sadis was made known to the public ten years ago. Willie entered Harvard University at the age of 10, and three months later lectured before the Harvard Mathematical Club on advanced mathematics in the course of which he entered fully into the mysteries of the fourth dimension. "This is the proudest moment of my life," said his father, who was present; and learned mathematicians who were in the audience confessed that the ease with which Willie manipulated the fearsome formulae and geometrical constructions of super-mathematics left them speechless. But Master Sadis has apparently failed to fulfil the promise of his early years, otherwise he would surely have added to the volume of literature concerning Einstein's revolutionary theory of Relativity.

No doubt there are many worthy people keeping diaries, but how many of these diaries will be read and valued three hundred years after the writers' birth? Three hundred years ago, was born, at Wotton Surrey, on October 31, 1620, John Evelyn, the elder of two famous diarists that are read and enjoyed to-day. First published in 1818, more than 100 years after his death, the diary is a mine of light and information on 70 of the most memorable years of English history. Scott no mean judge of the value of old records, said he had "never seen a mine so rich." Besides travelling over a great deal of Europe in days of slow travel, and serving for exactly three days, in 1642, with the Royalist army, he wrote, in addition to his diary, on architecture, painting, engraving, numismatics, history, politics, morals, education, agriculture, gardening and commerce—a range of subjects which perhaps only a Ruskin has equalled.

John Evelyn is one of the few men of letters known to their descendants by the name of their chief work—in the case of Evelyn not the Diary, as to which he seems to have left no directions for its ultimate publication, but "Silva," the book on trees which was to be found in every country squire's library not so many years ago. At Wotton, then, the Diarist is always named as "Silva" Evelyn. Wotton House is still occupied by an Evelyn—Mr. John Harcourt Chichester Evelyn, who served in the war with the Argyl and Sutherland Highlanders, and whose second name recalls that by the marriage of the Diarist's granddaughter with the heir of Lord Chichester Harcourt the Evelyns were linked in kinship with the house of Viscount Harcourt.

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ARE THE WORKERS
EXTRAVAGANT?

Labour Leaders Discuss
with Bishop.

The Bishop of Bradford faced a conference of Labour representatives for two hours in the Trades Hall at Bradford, and answered a volley of questions on points arising out of a sermon he delivered at the Cathedral a few weeks ago.

For twenty minutes questions relating to the Church's attitude on social problems, on nationalization, extravagance, and "cannery" were hurled at the Bishop from all quarters.

He was allowed a similar length of time to reply, and the remainder of the time was devoted to full expression of views.

The Bishop thoroughly enjoyed his experience.

Asked to give specific instances of extravagance among workers the Bishop quoted over-indulgence in strong drink, adding, "Take my old parish, Plymouth. During the railway strike several women came to me and said that was the first time they had ever heard that their husbands received a war bonus."

"There was a surplus of something like 21s. per week. The men's wives were not getting it."

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If you need Pinkettes. If your face is pimply or yellow, if you see slime upon your tongue, its answer is you do, because these symptoms usually indicate a disordered condition of the liver or bowels.

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so there must have been waste and extravagance somewhere.

"Waste and extravagance, whether among the wage-earning or the capitalist classes, was morally wrong. When one walked down Bond Street and other places the reckless spending of the rich was appalling, especially when they compared it with the want in the East. End."

He condemned the "can't canny" policy. If a bricklayer could lay 1,000 bricks a day he ought to be allowed to lay 1,000 bricks. He could not imagine why a man should be stopped from working his best by any rules.

MRS. ASQUITH'S BOOK.

"Times" Says it is a Scandal.

The Times says of Mrs. Asquith's Memoirs—The book is a scandal which cannot be justified or excused. It will doubtless "sell," as Lord Middleton foretells, but it will sell, not on its merits, but because it is a scandal. It is not "bright with real knowledge of the world," and the life on which it may be thought "rich in point" is a narrow, unwholesome hot-house life, with its faults exaggerated and its features travestied.

We are obliged to suppose that she is not conscious of the real character of her book and of the impressions which it must convey to ordinary minds. We must assume that she is as insensible to many received standards of conduct as a blind man is to colour.

We are inclined to believe that much of what Mrs. Asquith says about her "inner self" does not correspond with what she really is as much what she says of others is distorted by the medium through which she sees it. We believe that long indulgence in the corrupting habit of "dramatization" with herself for the principal figure has so blunted her sense of moral tact, as of all other tact, that she has not realised the offence of this publication. That might mitigate the fault, but it would not absolve her, for 40 years ago she knew that the habit is evil. It has its roots in vanity and in self-love.

That the book will do mischief is, we are afraid, inevitable. Silly and underbred young women may be led to fancy the tone and the manners it describes to be those of good society and to take the career of its heroine for their model; it will be cited by our domestic Bolsheviks and accepted by many ignorant workers as proof that our statesmen and politicians and the circles in which they move live lives of philandering frivolity; it will be jeered at on the Continent and in America as a revelation on the highest authority of the corruption and the hypocrisy of British manners.

We very deeply regret the issue of a publication which must cause widespread scandal, and which will furnish new weapons to our calumniators by presenting a wholly false view of many things and persons, including, we may hope, the story and the real self of the writer.

"MALICE IN BLUNDERLAND."

That is the heading of the Morning Post's article on Mrs. Asquith's Memoirs, and the criticism is a piece with the heading.

The flagrant interest of this amazing book (says the critic), which would have made Pepsa feel secretive, and Rousseau for the "Confessions" boast himself reticent, has been largely discounted—fortunately for the reviewer—by the publication of it in a Sunday journal, from which almost every newspaper in the land has taken succulent portions.

Mrs. Asquith's account of the political life of the nearer past, and its protagonists, is now known to be no revelation of hidden truths: it is all a mirage of fallacies and fallacies created by a blazing egotism, which is unique in the history of English literature. It should have been veiled, of course, in a cypher such as Pepsa, who was a most capable and patriotic Admiralty official, and knew what a public man owes to his character and career, invented to hide his self-revelations until his friends and he himself had become the dust of history.

But we have it all here and now, a direct and unabashed portrait of a woman's self—a portrait which will certainly survive as a literary curiosity, a triumph of feminine Creevyism, as long as any of the famous chronicles of super-egotists.

It is impossible to accept anything in the book as true evidence. Already the validity of the leading episodes, conversations with the elder statesmen that have passed away recently, have been denied by relations and others whose sources of information must be regarded as far more trustworthy than Mr. Asquith's.

We are convinced that the dialogues between "Margot" and persons of importance in their day are as much inventions of the protagonist in the puppet show as the speeches of generals and statesmen in Livy's history. But the former are neither historical nor dramatic—for they do not fit in with the knowledge of the life

NOTICE.

DAIRY FARM NEWS.

FOR THE FESTIVE SEASON.

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Mince Meat.

Gruyere Cheese	80 cents per lb.
Gouda Cheese	" " "
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Edam Cheese	\$5.25 " " ball.

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Look for that Gold Seal Tab "BONBONS CAILLER."

intime of politics and are not in character.

The most charitable plan is to regard the book as a novel, a twenty-five shilling shocker, in fact, in which the only personality that is really meant to matter is the chronicler herself.

The Banque Industrielle de Chine beg to inform the holders of the temporary bonds of the Credit National 1919, which have been subscribed through them, that same must be exchanged in their Paris Office for definite bonds before March 1921.

NOTICE.

ACCEPTABLE XMAS GIFTS
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PACIFIC SHIPPING.

CP&OS

HONGKONG TO VANCOUVER
via Shanghai, Nagasaki (Moji) Kobe & Yokohama.

Steamers	From Hongkong	Due Vancouver
Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 23
Empress of Japan	Mar. 15	Apr. 5
Empress of Asia	Mar. 31	Apr. 18
Monteagle	Apr. 7	May 1
Empress of Russia	Apr. 28	May 16
Empress of Japan	May 10	May 31
Empress of Asia	May 26	June 13
Monteagle	June 14	July 8

Passengers to Europe are carried under the terms of the Pacific Mail S.S. Co. contract, and are carried on the Pacific Mail S.S. Co. ships, which are the only ships in the Pacific Mail S.S. Co. fleet which are fitted with the latest type of passenger accommodation. The ships are fitted with the latest type of passenger accommodation, and are the only ships in the Pacific Mail S.S. Co. fleet which are fitted with the latest type of passenger accommodation.

For further information apply to—
HONGKONG OFFICE.
Telephone 141. Cable Address "SOLANO."

CANADIAN PACIFIC OCEAN SERVICES.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO
Via Shanghai, Kobe, Yokohama & Honolulu.
THE SUNSHINE BELT
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG AT NOON.

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The following U.S. Shipping Board vessels

SHANGHAI-HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all Ports in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

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PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG FOR
NEW YORK VIA SUEZ.

STEAMERS. SAILING DATE.
"ESTHER DOLLAR" JAN. 20TH.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars for freight apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL. 795.
792.

SAN FRANCISCO.

U.S.S.B.

"WEST IRA"

Sailing on February 15th.

THE ROBERT DOLLAR CO.

Tel. 795 & 792

Gen. P. O. Bldg.
3rd Floor.

HONGKONG
SINGAPORE

SAIGON
SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

U.S.S.B. "LAKE FARRAR"

Sailing on

Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 792 & 795.

Gen. P. O. Bldg.

SAILING DATES.

Europe, U.S.A., Etc.

Tango M. N. Y. K.	Dec. 22
Gerontolo J. C. J. L.	Dec. 24
Demodocus B. & S.	Dec. 24
Eurana S. & D.	Dec. 25
Katori M. N. Y. K.	Dec. 26
Alchiba J. C. J. L.	Dec. 26
Delight P. W. Co.	Dec. 27
W. Cactus S. & D.	Dec. 27
Awa M. N. Y. K.	Dec. 28
Tanda P. & O.	Dec. 29
Iyo M. N. Y. K.	Dec. 29
Nagano M. N. Y. K.	Dec. 29
Romeo B. L.	Dec. 30
Siberia M. N. Y. K.	Dec. 31
St. Albans P. & O.	Dec. 31
Tyndareus B. & S.	Dec. 31
Siella P. & O.	Jan. 1
Crosskeys A. L.	Jan. 1
Montague A. L.	Jan. 1
Taiyuan B. & S.	Jan. 2
Bolton C. D. & Co.	Jan. 2
C. of Agra B. L.	Jan. 2
Atsuta M. N. Y. K.	Jan. 7
Rheas B. & S.	Jan. 7
Bremen P. & O.	Jan. 10
Tyden B. & S.	Jan. 10
W. Jester F. W. Co.	Jan. 10
Hector B. L.	Jan. 11
Machao B. & S.	Jan. 11
Dilwara P. & O.	Jan. 11
Nanking C. M. Co.	Jan. 12
Hwah-Ping C. A. Co.	Jan. 13
Laomedon B. & S.	Jan. 13
Tony M. T. K. K.	Jan. 14
Kiyo M. T. K. K.	Jan. 15
Euran S. & D.	Jan. 15
Touraga M. N. Y. K.	Jan. 15
Glentara J. M. Co.	Jan. 18
Banca P. & O.	Jan. 18
Bellerophon B. & S.	Jan. 19
Eastern P. & O.	Jan. 19
Tajima M. N. Y. K.	Jan. 20
Esther D. R. D. Co.	Jan. 20
Borneo J. C. J. L.	Jan. 21
Shidzoka M. N. Y. K.	Jan. 21
Edmore A. L.	Jan. 24
Osnfa B. & S.	Jan. 25
Kashima M. N. Y. K.	Jan. 26
Glentara J. M. Co.	Jan. 30

Japan, Coast Ports, Etc.

Tokushima M. N. Y. K.	Dec. 22
Luchow B. & S.	Dec. 22
Loksang J. M. Co.	Dec. 22
Szechuen B. & S.	Dec. 22
Chakrang J. M. Co.	Dec. 23
Sinkiang J. M. Co.	Dec. 23
Hangsang J. M. Co.	Dec. 23
Samarang M. D. & Co.	Dec. 23
Haiyang J. C. J. L.	Dec. 24
Loongsang J. M. Co.	Dec. 24
Kumsang J. M. Co.	Dec. 24
Laisang J. M. Co.	Dec. 24
Banca P. & O.	Dec. 25
Tjibodas J. C. J. L.	Dec. 25
Chenan B. & S.	Dec. 25
Kifong B. & S.	Dec. 28
Kaga M. N. Y. K.	Dec. 28
Haiching D. L. Co.	Dec. 27
Tjilatjap J. C. J. L.	Dec. 27
Kwongsang J. M. Co.	Dec. 27
Taming B. & S.	Dec. 28
Suiyang B. & S.	Dec. 28
Chusan B. & S.	Dec. 28
Dilwara P. & O.	Dec. 29
Taksang J. M. Co.	Dec. 29
Laisang J. M. Co.	Dec. 29
Yeboshi M. N. Y. K.	Dec. 30
Sunning B. & S.	Dec. 30
Plassy P. & O.	Jan. 2
Katsu M. N. Y. K.	Jan. 2
Eastern P. & O.	Jan. 4
Pilona D. & Co.	Jan. 7
Yokohama M. N. Y. K.	Jan. 7
Rangoo M. N. Y. K.	Jan. 11
Takaoka M. N. Y. K.	Jan. 15
Nippon D. & Co.	Jan. 15
Hokuto M. D. & Co.	Jan. 20
Deuel S. & D.	Jan. 27



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, VICTORIA, VANCOUVER, TACOMA.

(Calling at Shanghai and Kobe.)

"CROSSKEYS" About Dec. 27th.

"EDMORE" About Jan. 24th.

For PORTLAND direct.

(Calling at Kobe and Yokohama.)

"MONTAGUE" About Dec. 24th.

"PAWLEY" Mar. 7th.

Through Bills of Lading issued to OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478

5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

FOR NEW YORK and/or BOSTON.

S.S. "SURUCA"

ABOUT DECEMBER 24TH.

FOR HAVANA-CUBA.

S.S. "CITY OF BERKELEY"

ABOUT DECEMBER 24TH.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478

5th Floor
Hotel Mansions.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

STEAMERS	Tons	Due
"NANKING"	11,000 Tons	10,200 Tons
"NILE"	11,000 Tons	10,200 Tons
"CHINA"	11,000 Tons	10,200 Tons

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

STEAMERS	Due	Due
S.S. "NANKING"	Jan. 12th	Jan. 25th
S.S. "NILE"	Jan. 25th	Feb. 25th
S.S. "CHINA"	Feb. 25th	Mar. 25th

SAILING FROM

HONGKONG for MANILA

STEAMERS	Due	Due
S.S. "NANKING"	Mar. 19th	Mar. 19th

SAILING FROM

HONGKONG for SINGAPORE

STEAMERS	Due	Due
S.S. "CHINA"	Feb. 7th	Apr. 3rd
S.S. "NILE"	Apr. 3rd	Apr. 3rd

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, ACTING FREIGHT & PASSENGER AGENT,

PRINCE'S BUILDING, ICE HOUSE STREET.

TEL. PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934.

No. 2161.

STRUTHERS & DIXON, INC.

Operating Far Eastern services on account of the

UNITED STATES SHIPPING BOARD.

ALSO
COSMOPOLITAN SHIPPING CO. GREEN STAR LINE
NEW YORK NEW YORK

TO SAN FRANCISCO.

"WEST CACTUS" 27th December.

TO SEATTLE & VANCOUVER.

"DEUEL" 4th January.

TO NEW YORK & BALTIMORE.

"EURANA" 15th January.

To Shanghai, Dairen (Dalny), Kobe & Yokohama.

28th December.

TO MANILA.

5th January.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Points.

HONGKONG OFFICE: 1st Floor, Powell & Coy. Building, 12, Des Voeux Rd. Tel. 100.

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Joint service of the

"BLUE FUNNEL" LINE

(Ocean S.S. Co., Ltd., & China Mutual S.S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong:

* "ROMEO" via Suez 30th Dec.

* "CITY OF AGRA" via Panama 7th Jan.

* "LAOMEDON" via Suez 13th Jan.

* Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards About Sailing About

S.S. WEST HIXON 30th Jan. S.S. WEST HIXON 2nd Feb.

Through Bills of Lading to all U.S. and CANADIAN OVER-

LAND POINTS. No transshipment en route.

Shipside connection with the Saltillo, Santa Fe and Southern

Pacific Railroads.

HEAD OFFICES: HONGKONG OFFICE:

LOS ANGELES, CALIF. Prince's Building, Chater Road,

Telephone No. 1062.

BRANCH OFFICE: CHAS. E. RICHARDSON.

KOBE, SHANGHAI, General Agent for South China

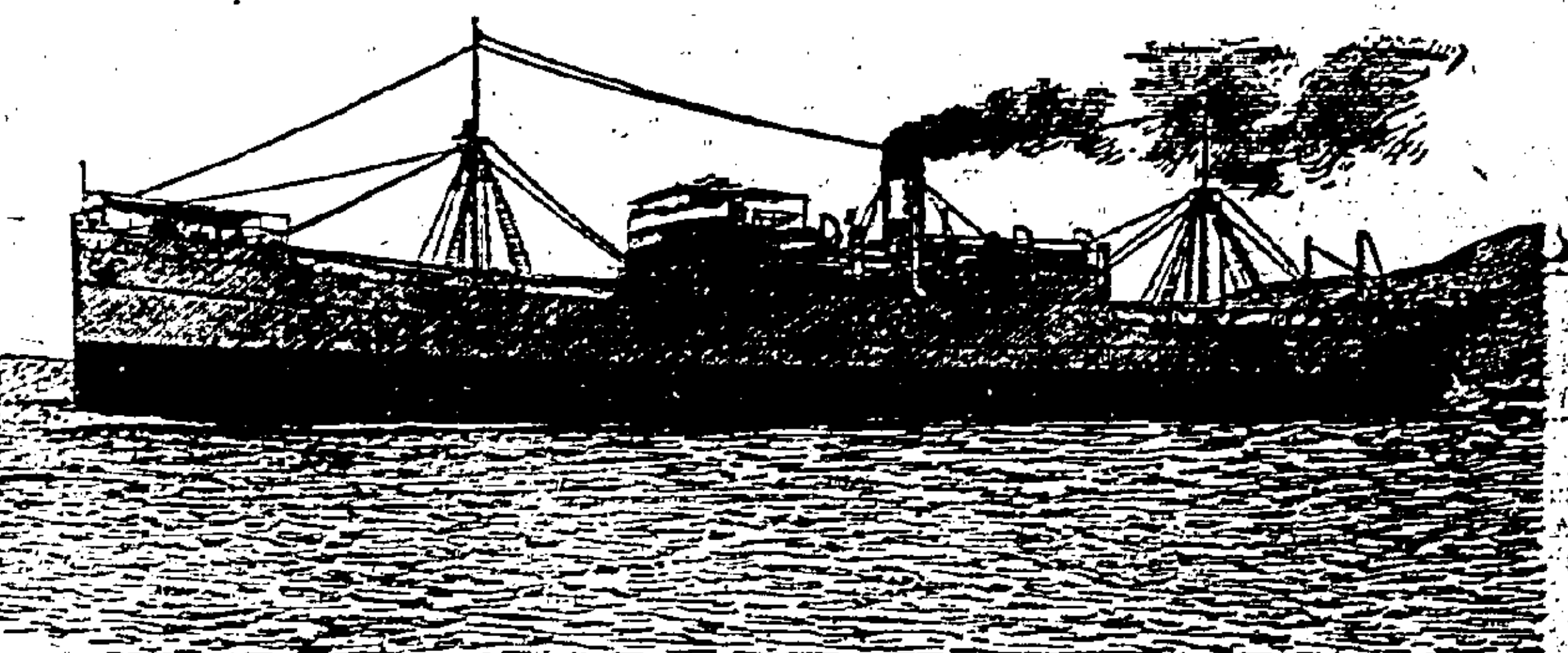
MADEIRA, SINGAPORE.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

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Codes Used: A1: A.B.C. Fifth Edition Engineering, First and Second Edition;
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S.S. "AMBATELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
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Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES INCORPORATED IN ENGLAND.

TO
 STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA,
 INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
 RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
SUCILIA	7,000	1st Jan.	M'les, London & Antwerp.
DILWARA	5,400	11th Jan.	S'pore, Colombo & B'bay.
BREMEN	11,500	10th Jan.	Marsilles & London.
BANGA	6,000	18th Jan.	S'pore, Colombo & B'bay.

BRITISH INDIA-APCAR SAILINGS (South)

TANDA	7,000	29th Dec.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	22 Dec. noon	McBourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
EASTERN	4,000	19th Jan.	

SAILINGS TO SHANGHAI & JAPAN.

PLASSY	7,400	26 Dec. d'light.	Shanghai, Moji & Kobe.
BANGA	6,000	25th Dec.	Shanghai & Japan.
DILWARA	5,400	29th Dec.	Shanghai only.
EASTERN	4,000	4th Jan.	Japan direct.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than eight X 11 X 1 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
 Agents.
 22, Des Voeux Road Central.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FORM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
 Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU ... Tuesday, 28th Dec., at 11 a.m.
TAJIMA MARU ... Thursday, 20th Dec., at 11 a.m.
KASHIMA MARU (Omitting Manila) Wednesday, 26th Jan., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

IYO MARU ... Wednesday, 29th Dec., at 11 a.m.
ATSUTA MARU ... Friday, 7th Jan., at 11 a.m.
SHIZUKA MARU ... Friday, 21st Jan., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez.

TSURUGA MARU ... Middle of January.

LIVERPOOL & MARSEILLES via Suez.

AWA MARU ... Tuesday, 28th December.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 22nd Dec., at 11 a.m.

NIKKO MARU ... Middle of January.

NEW YORK via Suez.

NAGANO MARU ... Wednesday, 29th Dec.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

RANGOON MARU ... Tuesday, 11th January.

CALCUTTA & RANGOON via Singapore & Penang.

YEBOSHI MARU ... Thursday, 30th December.

TAKAOKA MARU ... Thursday, 6th January.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

SHANGHAI, KOBE & YOKOHAMA.

TOKUSHIMA MARU ... Wednesday, 22nd December.

KAGA MARU ... Sunday, 26th Dec., at 11 a.m.

KOTSU MARU (Omitting Yokohama) Sun., 2nd Jan.

YOKOHAMA MARU ... Friday, 7th Jan., at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Haiyang	Java	in port	24th Dec.	Java.
Tibodas	Java	in port	24th Dec.	Shanghai.
Thalip	Java	in port	27th Dec.	Japan.
Thiboot	Java	26th Dec.	29th Dec.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.
 NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Gerontado	Java	in port	24th Dec.	Sin Fisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
 Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to
 FOR NEW YORK and or BOSTON.
S.S. "BOLTON CASTLE"
 About end of January.

LLOYD TRIESTINO.

FOR SHANGHAI.

S.S. "PILSNA" Sailing on or about 7th January.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports via—SINGAPORE, PENANG & COLOMBO.

S.S. "NIPPON" Sailing on or about 16th January.
 S.S. "PILSNA" Sailing on or about 6th February.

Passengers' Luggage can be insured at the office of the Agent.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "SAMARANG" M. Sailing on or about 23rd Dec.

S.S. "BORNEO M." Sailing on or about 3rd Jan.

For JAPAN, S.S. "HOKU TO M." Sailing on or about 20th Jan.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIEN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apris Lines.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
 SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	27th Dec.	2nd January.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to—

Butterfield & Swire.
 Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

JAPAN, CHINA & STRAITS**UNITED KINGDOM AND CONTINENT.**

For LONDON, ROTTERDAM and ESBJERG (Denmark) "CITY OF FLORENCE" 7th Feb.

For particulars of sailings, shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Cantor. General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.**OUTWARDS.**

Vessel	Due Hongkong.
"GLENLUCE"	3rd Jan.
"GLENARA"	18th Jan.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
"GLENLUCE"	30th Jan.	GENOA, LONDON & ROTTERDAM.
"GLENARA"	7th Feb.	LONDON, ROTTERDAM & ANTWERP.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.**SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sailing
SHANGHAI	Koonshing	Wed., 22nd Dec. at noon.
SHAI & Tiau via S'pore	Hangsang	Thurs., 23rd Dec. at d'light.
STRAITS & Calcutta	Chaksang	Thurs., 23rd Dec. at 2 p.m.
SHANGHAI & Kobe	Kumsang	Fri., 24th Dec. at d'light.
MANILA	Loongsang	Fri., 24th Dec. at 3 p.m.
SHANGHAI	Kwongsang	Mon., 27th Dec. at noon.
KORE	Lalsang	Wed., 29th Dec. at d'light.
HAIPHONG via Hoilow	Taksang	Wed., 29th Dec. at 10 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. **SHANGHAI LINE.**—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoilow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about Thursday, 23rd Dec., at 2 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

For	Steamers	To Sail
SHANGHAI	Sinkiang	23rd Dec. at noon.
SHANGHAI & TSINGTAO	Chenan	25th Dec. at 4 p.m.
HOW, PHOI & H'PHONG	Kailong	28th Dec. at 10 a.m.
SWATOW & BANGKOK	Chusan	28th Dec. at 10 a.m.
AMOY, SHAI & PUKOW	Suiyang	28th Dec. at noon.
MANILA, CEBU & ILOILO	Taming	28th Dec. at 4 p.m.
SHANGHAI	Sunning	30th Dec. at noon.

SHANGHAI LINE.—PASSENGERS, MATLS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'pore.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong Dec., 22, 1920.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RET'N.
 (Occupying 9 to 10 days.)

Steamships	Captain	Leaving.
Hailong	J. S. Thomson	WED., 22nd Dec. at noon.
Haiching	A. H. Stewart	MON., 27th Dec. at noon.

* Calling at Swatow for Passengers only.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,
 General Managers.

WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE
 Operating the following U. S. Shipping Board steamers

For
SEATTLE - TACOMA - VICTORIA - VANCOUVER
 via Kobe and Yokohama.

"DELIGHT" 27th December.
 "WEST JESTER" 10th January.

Further sailings to be announced later.
 Through Bills issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

1st Floor, Hotel Mansions.

Telephone 3507.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. YOKOHAMA M. (European Line) left London, for this port via Suez, on the 27th Nov. and is expected here on the 6th January.

The s.s. HECTOR (Blue Funnel Line) left Singapore on 16th inst. for Hongkong and is due here on 23rd December 7 a.m.

The R. M. S. MONTEAGLE left Vancouver for Hongkong, via Japan ports, Shanghai on the 29th Nov., and is due here on or about the 26th December.

The T. K. K. s.s. SIBERIA M. arrived at Yokohama on the 5th instant and sailed on the 9th instant, being due at this port December 22nd.

The R. M. S. EMPRESS OF JAPAN, left Vancouver for Hongkong, via Japan ports, Shanghai on the 7th December, and is due here on or about the 29th December.

The s.s. MATTAWA, left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on the 10th December and is due at Yokohama on or about the 4th January.

The s.s. PROTISLAUS (Blue Funnel Line) left Suez on 10th December for Hongkong and is due here on 5th January.

The s.s. SCHODACK left New York for Hongkong via ports Nov. 13th and is expected here Jan. 10th, 1921.

The s.s. SAMARANG MARU has left Kobe and is due to arrive here on the 22nd inst. (Dodwell & Co. Agents).

The s.s. ANCHISES, (Blue Funnel Line) left Suez on 13th inst. for Hongkong and is due on 8th January.

The N. Y. K. s.s. IYO MARU (European Line) left Kobe for this port via Moji and Shanghai on the 19th Dec. and is expected here on the 28th December.

The N. Y. K. s.s. SANUKI M. (Calcutta Line) left Calcutta for this port via Singapore on the 18th December and is expected here on the 2nd January.

The s.s. RHESUS (Blue Funnel Line) left Singapore on 19th inst. for Hongkong and is due here on 25th inst.

The s.s. MONTAGUE left Portland, Ore. for Hongkong via ports Nov. 18th and is expected here January 1st 1921.

The s.s. CROSSKEYS left Seattle, Wash. for Hongkong via ports Nov. 18th and is expected here January 1st 1921.

The s.s. SATSUMA left New York for Hongkong via ports Nov. 21st and is expected here January 15th, 1921.

The N. Y. K. s.s. KAGA M. (European Line) left Singapore for this port on the 19th Dec. and is expected here on the 25th December.

The N. Y. K. s.s. KOTSU M. (Calcutta Line) left Singapore for this port on the 20th Dec. and is expected here on the 2nd January 1921.

The N. Y. K. s.s. TOTOMI M. (Calcutta Line) left Calcutta for this port via Rangoon, Penang & Singapore on the 19th Dec. and is expected here on the 8th January 1921.

The N. Y. K. s.s. NAGANO M. (New York Line) left Kobe for this port on the 20th Dec. and is expected here on the 28th Dec.

The s.s. PLASSY left Singapore for this port on the 20th instant at 8 a.m. and is due here on the 25th inst. at about noon.

The s.s. LYCAON (Blue Funnel Line) left Suez on 17th inst. for Hongkong and is due here on 1st January 1921.

The R. M. S. EMPRESS OF ASIA, left Vancouver for Hongkong via Japan ports, Shanghai and Manila, on the 16th Dec. and is due here on or about the 7th January.

The R. M. S. EMPRESS OF RUSSIA, arrived at Nagasaki, on 20th Dec. leaves there 21st Dec. and is due at Kobe on the 22nd Dec.

The M. V. GLENLUCE, is expected to leave Singapore for Hongkong on the 28th inst. and is due here about the 3rd Jan.

The T. K. K. s.s. TENYO M. arrived at Yokohama on the 20th instant and sails on the 23rd instant, in accordance with schedule, being due at Hongkong January 5th.

The s.s. EDMORE left Seattle, Wash. for Hongkong via ports Dec. 7th and is expected January 24th 1921.

The s.s. DUQUESNE left New York for Hongkong via ports Dec. 9th and is expected here Feb. 2nd, 1921.

ENTERTAINMENTS

Proprietor, by Alfred Morley, at N.
Morris, Houghton.